

§ 126.460 Tanks for dry bulk cargo.

The owner shall ensure that tanks for dry bulk cargo that are pressure vessels are inspected for compliance with § 61.10-5(b) of this chapter.

§ 126.470 Marine-engineering systems.

The inspection procedures for marine-engineering systems contained in subchapter F of this chapter apply.

§ 126.480 Safety Management Certificate.

(a) All offshore supply vessels of 500 gross tons or over to which 33 CFR part 96 applies, on an international voyage must have a valid Safety Management Certificate and a copy of their company's valid Document of Compliance certificate on board.

(b) A Safety Management Certificate is issued for a period of not more than 60 months.

[CGD 95-073, 62 FR 67515, Dec. 24, 1997]

Subpart E—Reinspection**§ 126.510 When made.**

(a) Except as provided by § 126.530 of this subpart, at least one reinspection must be made of each vessel holding a Certificate of Inspection. The owner, master, or operator shall arrange for the reinspection between the tenth and fourteenth months of the period for which the Certificate of Inspection is valid.

(b) The owner, master, or operator shall make the vessel available for the reinspection at a time and place acceptable to the cognizant OCMI, but no written application is necessary.

§ 126.520 Scope.

In general, the reinspection goes into less detail than that described by § 126.430 of this part for the inspection for certification, unless the cognizant OCMI or marine inspector determines that a major change has occurred since the last inspection.

§ 126.530 Alternative midperiod examination.

(a) The owner, master, or operator of an OSV of less than 400 gross tons may ask the cognizant OCMI to arrange an alternative midperiod examination.

The request must go to the cognizant OCMI assigned responsibility for inspections in the country in which the vessel is operating and will be examined. To qualify for the alternative midperiod examination, the vessel must meet the following requirements:

(1) The request must be in writing and be received by this OCMI before the end of the twelfth month of the period for which the Certificate of Inspection is valid.

(2) The vessel is likely to be continuously employed outside of the United States during the tenth through the fourteenth month of validity of its Certificate of Inspection.

(b) In determining whether to authorize the alternative midperiod examination, this OCMI considers the following:

(1) Information contained in previous examination reports on inspection and drydock, including the recommendation, if any, of the then cognizant OCMI for participation in the alternative midperiod examination.

(2) The nature, number, and severity of marine casualties or accidents, as defined by § 4.03-1 of this chapter, involving the vessel in the 3 years preceding the request.

(3) The nature, number, and gravity of any outstanding inspection requirements for the vessel.

(4) The owner's or operator's history of compliance and cooperation in such alternative midperiod examinations, including:

(i) The prompt correction of deficiencies.

(ii) The reliability of previously submitted reports on such alternative midperiod examinations.

(iii) The reliability of representations that the vessel would be, and was, employed outside of the United States for the tenth through the fourteenth month of validity of its Certificate of Inspection.

(c) This OCMI provides the applicant with written authorization, if any, to proceed with the alternative midperiod examination, including, when appropriate, special instructions.

(d) The following conditions must be met for the alternative midperiod examination to be accepted instead of the

reinspection required by § 126.510 of this subpart:

(1) The alternative midperiod examination must occur between the tenth and fourteenth months of validity of the Certificate of Inspection.

(2) The reinspection must be of the scope detailed by § 126.520 of this subpart and must be made by the master, owner, or operator of the vessel, or by a designated representative of the owner or operator.

(3) Upon completion of the alternative midperiod examination, the person or persons making the examination shall prepare a comprehensive report describing the conditions found. This report must contain sufficient detail to let this OCMI determine whether the vessel is fit for the service and route specified on the Certificate of Inspection. This report must include subsidiary reports and receipts documenting the servicing of lifesaving and fire-protection equipment, and any photographs or sketches necessary to clarify unusual circumstances. Each person preparing this report shall sign it and certify that the information in it is complete and accurate.

(4) Unless the master of the vessel participated in the alternative midperiod examination and the preparation of the comprehensive report, the master shall review the report for completeness and accuracy. The master shall sign the report to indicate review and shall forward it to the owner or operator of the vessel, who asked for the examination.

(5) The owner or operator of a vessel examined under this section shall review and submit the comprehensive report, required by paragraph (d)(3) of this section, to this OCMI. The report must reach this OCMI before the first day of the sixteenth month of validity of the Certificate of Inspection. The forwarding letter or endorsement must be certified and must contain the following information:

(i) That the person or persons who made the alternative midperiod examination acted on behalf of the vessel's owner or operator.

(ii) That the report was reviewed by the owner or operator.

(iii) That the discrepancies noted during the reinspection have been corrected, or will be within a stated time.

(iv) That the owner or operator has sufficient personal knowledge of conditions aboard the vessel at the time of the reinspection, or has conducted inquiries necessary, to justify forming a belief that the report is complete and accurate.

(e) The form of certification required under this section, for the alternative midperiod examination, is as follows:

I certify that to the best of my knowledge and belief the above is complete and accurate.

(f) Deficiencies and hazards discovered during the alternative midperiod examination made pursuant to this section must be corrected if practicable, before the submittal of the report to this OCMI in compliance with paragraph (d)(5) of this section. Deficiencies and hazards not corrected by the time the report is submitted must be noted in the report as "outstanding." Upon receipt of a report indicating any outstanding deficiency or hazard, this OCMI will inform the owner or operator of the OSV in writing of the time allowed to correct each deficiency and hazard and of the method for establishing that each has been corrected. When any deficiency or hazard remains uncorrected or uneliminated after this time allowed, this OCMI will initiate appropriate enforcement.

(g) Upon receipt of the report, this OCMI will evaluate it and determine:

(1) Whether the cognizant OCMI accepts the alternative midperiod examination instead of the reinspection required by § 126.510 of this subpart.

(2) Whether the vessel is in satisfactory condition.

(3) Whether the vessel continues to be reasonably fit for its intended service and route.

(h) This OCMI may require further information necessary for the determinations required by this section. He or she will inform the owner or operator of the vessel in writing of these determinations.

(i) If this OCMI, in compliance with paragraph (g) of this section, does not accept the alternative midperiod examination instead of the reinspection required by § 126.510 of this subpart, he or

she will require reinspection of the vessel as soon as practicable. He or she will inform the owner or operator of the vessel in writing that the examination is not acceptable and that a reinspection is necessary. The owner, master, or operator shall make the vessel available for the reinspection at a time and place agreeable to this OCMI.

PART 127—CONSTRUCTION AND ARRANGEMENTS

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Subpart A—Plan Approval

§ 127.100 General.

Plans listed by § 127.110 of this subpart must be submitted for approval after the owner or builder applies for inspection in compliance with § 126.320 of this subchapter.

§ 127.110 Plans and specifications required for new construction.

Each applicant for approval of plans and for an original Certificate of Inspection shall submit three copies of the following:

(a) *General*. (1) Specifications (information only).

(2) General Arrangement Plans.

(3) Safety Plan (Fire-Control Plan), for OCMI review and approval.

(b) *Hull structure*. (1) Midship Section.

(2) Booklet of Scantling Plans.

(c) *Subdivision and stability*. [For plans required for subdivision and stability, see subchapter S of this chapter.]

(d) *Marine engineering*. (1) Piping diagrams of each Class I systems.

(2) Piping diagrams of the following Class II systems (the builder's certification of Class II non-vital piping systems must accompany the piping diagrams in compliance with § 128.220(c) of this subchapter):

(i) Systems for fill, transfer, and service of fuel oil.

(ii) Fire-main and fixed gaseous fire-extinguishing systems.

(iii) Bilge systems.

(iv) Ballast systems.

(v) Fluid-driven power and control systems.

(vi) Through-hull penetrations and shell connections.

(vii) Sanitary systems.

(viii) Vents, sounding tubes, and overflows.

(ix) Compressed-air systems.

(3) Steering and steering-control systems.

(4) Propulsion and propulsion-control systems.

(5) Piping diagrams of each system containing any flammable, combustible, or hazardous liquid including—

(i) Cargo-oil systems;

(ii) Systems for combustible drilling-fluid (such as oil-based liquid mud); and

(iii) Cargo-transfer systems for fixed independent or portable tanks.

(e) *Electrical engineering*. (1) For each vessel of less than 100 gross tons, the following plans must be submitted:

(i) Arrangement of electrical equipment (plan and profile) with equipment identified as necessary to show compliance with this subchapter.